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IN THE HOUSE OF REPRESENTATIVES.

JANUARY 30, 1863.

Read twice, referred to the Committee on Commerce, and ordered to be printed.

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Mr. WASHBURN, on leave, introduced the following bill :

**A BILL**

Fixing certain rules and regulations for preventing collisions on the water.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*  
3       That, from and after June one, eighteen hundred and sixty-  
4       three, the following rules and regulations for preventing col-  
5       lisions on the water be adopted in the navy and the mercan-  
6       tile marine of the United States: *Provided*, That the exhibi-  
7       tion of any light on board of a vessel-of-war of the United  
8       States may be suspended whenever, in the opinion of the  
9       Secretary of the Navy, the commander-in-chief of a squad-  
10      ron, or the commander of a vessel acting singly, the special  
11      character of the service may require it.

12 REGULATIONS FOR PREVENTING COLLISIONS  
 13 ON THE WATER.

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15 ARTICLE 1. Preliminary.

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25 Rules concerning fog-signals:

26 10. Fog-signals.

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32 15. Sailing ship and ship under steam.

33 16. Ships under steam to slacken speed.

34 17. Vessels overtaking other vessels.

35 18. Construction of articles 12, 14, 15, and 17.

36 19. Proviso to save special cases.

37 ARTICLE 20. No ship under any circumstances to neglect  
 38 proper precautions.

39 PRELIMINARY.

40 ARTICLE 1. In the following rules every steamship  
 41 which is under sail, and not under steam, is to be considered  
 42 a sailing ship; and every steamship which is under steam,  
 43 whether under sail or not, is to be considered a ship under  
 44 steam.

45 RULES CONCERNING LIGHTS.

46 LIGHTS.

47 ARTICLE 2. The lights mentioned in the following arti-  
 48 cles, and no others, shall be carried in all weather between  
 49 sunset and sunrise.

50 LIGHTS FOR STEAMSHIPS.

51 ARTICLE 3. All steam vessels when under way shall  
 52 carry—

53 (a) At the foremost head, a bright white light, so fixed  
 54 as to show an uniform and unbroken light over an arc of the  
 55 horizon of twenty points of the compass, so fixed as to throw  
 56 the light ten points on each side of the ship, viz: from right  
 57 ahead to two points abaft the beam on either side, and of  
 58 such a character as to be visible on a dark night, with a clear  
 59 atmosphere, at a distance of at least five miles.

60 (b) On the starboard side, a green light so constructed  
 61 as to throw an uniform and unbroken light over an arc of the

62 horizon of ten points of the compass, so fixed as to throw  
 63 the light from right ahead to two points abaft the beam on  
 64 the starboard side, and of such a character as to be visible  
 65 on a dark night, with a clear atmosphere, at a distance of at  
 66 least two miles.

67 (c) On the port side, a red light so constructed as to  
 68 show an uniform unbroken light over an arc of the horizon  
 69 of ten points of the compass, so fixed as to throw the light  
 70 from right ahead to two points abaft the beam on the port  
 71 side, and of such a character as to be visible on a dark night,  
 72 with a clear atmosphere, at a distance of at least two miles.

73 (d) The said green and red side lights shall be fitted  
 74 with inboard screens, projecting at least three feet forward  
 75 from the light, so as to prevent these lights from being seen  
 76 across the bow.

77 LIGHTS FOR STEAM-TUGS.

78 ARTICLE 4. Steamships, when towing other ships, shall  
 79 carry two bright white masthead lights vertically, in addition  
 80 to their side lights, so as to distinguish them from other  
 81 steamships. Each of these masthead lights shall be of the  
 82 same construction and character as the masthead lights which  
 83 other steamships are required to carry.

84 LIGHTS FOR SAILING SHIPS.

85 ARTICLE 5. Sailing ships under way or being towed  
 86 shall carry the same lights as steamships under way, with

87 the exception of the white masthead lights, which they shall  
 88 never carry.

89 EXCEPTIONAL LIGHTS FOR SMALL SAILING VESSELS.

90 ARTICLE 6. Whenever, as in the case of small vessels  
 91 during bad weather, the green and red lights cannot be fixed,  
 92 these lights shall be kept on deck, on their respective sides  
 93 of the vessel, ready for instant exhibition, and shall, on the  
 94 approach of or to other vessels, be exhibited on their respect-  
 95 ive sides in sufficient time to prevent collision, in such manner  
 96 as to make them most visible, and so that the green light  
 97 shall not be seen on the port side, nor the red light on the  
 98 starboard side.

99 To make the use of these portable lights more certain  
 100 and easy, they shall each be painted outside with the color  
 101 of the light they respectively contain, and shall be provided  
 102 with suitable screens.

103 LIGHTS FOR SHIPS AT ANCHOR.

104 ARTICLE 7. Ships, whether steamships or sailing ships,  
 105 when at anchor in roadsteads or fair-ways, shall, between  
 106 sunrise and sunset, exhibit where it can best be seen, but at  
 107 a height not exceeding twenty feet above the hull, a white  
 108 light in a gobular lantern of eight inches in diameter, and  
 109 so constructed as to show a clear uniform and unbroken  
 110 light visible all around the horizon, and at a distance of at  
 111 least one mile.

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## LIGHTS FOR PILOT VESSELS.

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ARTICLE 8. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light every fifteen minutes.

## LIGHTS FOR FISHING VESSELS AND BOATS.

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ARTICLE 9. Open fishing boats and other open boats shall not be required to carry side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side, and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side. Fishing vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright white light. Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

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## RULES CONCERNING FOG-SIGNALS.

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## FOG-SIGNALS.

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ARTICLE 10. Whenever there is a fog, whether by day or night, the fog-signals described below shall be carried and used, and shall be sounded at least every five minutes, viz :

(a) Steamships under way shall use a steam-whistle

137 placed before the funnel, not less than eight feet from the  
138 deck.

139 (b) Sailing ships under way shall use a fog-horn.

140 (c) Steamships and sailing ships when not under way  
141 shall use a bell.

## 142 STEERING AND SAILING RULES.

### 143 TWO SAILING SHIPS MEETING.

144 ARTICLE 11. If two sailing ships are meeting end  
145 on, or nearly end on, so as to involve risk of collision,  
146 the helms of both shall be put to port, so that each may  
147 pass on the port side of the other.

### 148 TWO SAILING SHIPS CROSSING.

149 ARTICLE 12. When two sailing ships are cross-  
150 ing so as to involve risk of collision, then, if they  
151 have the wind on different sides, the ship with the wind on  
152 the port side shall keep out of the way of the ship with the  
153 wind on the starboard side, except in the case in which the  
154 ship with the wind on the port side is close-hauled, and the  
155 other ship free, in which case the latter ship shall keep out  
156 of the way. But if they have the wind on the same side,  
157 or if one of them has the wind aft, the ship which is to  
158 windward shall keep out of the way of the ship which is to  
159 leeward.

### 160 TWO SHIPS UNDER STEAM MEETING.

161 ARTICLE 13. If two ships under steam are meeting end

162 on, or nearly end on, so as to involve risk of collision, the  
 163 helms of both shall be put to port, so that each may pass on  
 164 the port side of the other.

165 TWO SHIPS UNDER STEAM CROSSING.

166 ARTICLE 14. If two ships under steam are crossing so  
 167 as to involve risk of collision, the ship which has the other  
 168 on her own starboard side shall keep out of the way of the  
 169 other.

170 SAILING SHIP AND SHIP UNDER STEAM.

171 ARTICLE 15. If two ships, one of which is a sailing  
 172 ship and the other a steamship, are proceeding in such  
 173 directions as to involve risk of collision, the steamship shall  
 174 keep out of the way of the sailing ship.

175 SHIPS UNDER STEAM TO SLACKEN SPEED.

176 ARTICLE 16. Every steamship, when approaching  
 177 another ship so as to involve risk of collision, shall slacken  
 178 her speed, or, if necessary, stop and reverse; and every  
 179 steamship shall, when in a fog, go at a moderate speed.

180 VESSELS OVERTAKING OTHER VESSELS.

181 ARTICLE 17. Every vessel overtaking any other vessel  
 182 shall keep out of the way of the said last-mentioned vessel.

183 CONSTRUCTION OF ARTICLES 12, 14, 15, AND 17.

184 ARTICLE 18. Where, by the above rules, one of two  
 185 ships is to keep out of the way, the other shall keep her



186 course subject to the qualifications contained in the following  
 187 article:

188 PROVISIO TO SAVE SPECIAL CASES.

189 ARTICLE 19. In obeying and construing these rules  
 190 due regard must be had to all dangers of navigation, and due  
 191 regard must also be had to any special circumstances which  
 192 may exist in any particular case rendering a departure from  
 193 the above rules necessary in order to avoid immediate  
 194 danger.

195 NO SHIP UNDER ANY CIRCUMSTANCES TO NEGLECT PROPER  
 196 PRECAUTIONS.

197 ARTICLE 20. Nothing in these rules shall exonerate any  
 198 ship, or the owner, or master, or crew thereof, from the con-  
 199 sequences of any neglect to carry lights or signals, or of any  
 200 neglect to keep a proper look-out, or of the neglect of any  
 201 precaution which may be required by the ordinary practice  
 202 of seamen, or by the special circumstances of the case.